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SIXPENCE.

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"LIKE A NEW INCANDESCENT GAS-MANTLE WHEN IT IS FIRST LIT": THE BURNING ZEPPELIN—AN IMPRESSION.

The fall of the blazing Zeppelin brought down at Cuffley, near Enfield, during the great air-raid on the night of September 2-3, afforded a magnificent pyrotechnic display, which was witnessed by thousands of people in the Home Counties. The eye-witness from whose sketch our artist's drawing was made saw it from a distance of some miles. "A spark of red light," he notes, "appeared in the sky at a very great height. Some took it to be an incendiary appliance at first. It increased in

brilliance as it slowly descended and shed a red glow over the roofs and chimneys. While still a great way up one could see it was a Zeppelin on fire. It became incandescent from end to end in red and yellow glow. The lines of its framework showed up black in the glowing mass; then suddenly it tipped up on end and disappeared behind the houses in a fiery red blaze." At the right-hand end of the airship are faintly indicated the lines of the horizontal rudder-planes.

AFTER A SKETCH BY AN EYE-WITNESS. COPYRIGHTED IN THE UNITED STATES AND CANADA.

THE BRINGING DOWN OF A ZEPPELIN IN FLAMES, NEAR LONDON: ALL THAT REMAINS OF THE BURNT-OUT RAIDER.

PHOTOGRAPHS BY FARRINGTON PHOTO CO.; PHOTOPRESS; TOPICAL; AND CENTRAL PRESS.



IN CHARGE OF SOLDIERS, ROYAL FLYING CORPS, AND POLICE: PART OF THE WRECKAGE OF A PROPELLER, AND THE PROPELLER-SHAFTING.



WHAT WAS SEEN BY THE FIRST ARRIVALS ON THE SCENE: THE BURNED DÉBRIS OF THE ENVELOPE STILL SMOULDERING.



CLEARING THE REMAINS OF THE DESTROYED AIRSHIP FROM THE HULL.



ROYAL FLYING CORPS MECHANICS ROLLING UP WIRE FROM THE HULL.



ABOUT TO BE TAKEN FOR OFFICIAL EXAMINATION: R.F.C. MECHANICS DIGGING UP ONE OF THE ZEPPELIN'S MOTORS FOR REMOVAL.



EXPERTS ON THE SCENE: AIRMEN INSPECTING ANOTHER OF THE ZEPPELIN'S MOTORS PARTIALLY EMBEDDED IN THE GROUND.



WHEN THE FLAMES HAD DIED DOWN: THE WRECKAGE OF THE ZEPPELIN SCATTERED OVER THE FIELD WHERE THE BURNING MASS FELL—SCRAP HEAPS OF CHARRED WOODWORK AND MOLTEN METAL, TANGLED WIRES, AND DISMEMBERED MACHINERY.



PRACTICALLY INTACT WHEN PICKED UP: ONE OF THE MACHINE-GUNS CARRIED BY THE ZEPPELIN FOR DEFENCE AGAINST AEROPLANE-ATTACK.

The official War Office report on the air-raid of Sunday, September 3, thus describes it. "The raid was carried out by thirteen airships, and was thus the most formidable attack which has been made on this country. The principal theatre of operations was the Eastern Counties, and the objectives seem to have been London and certain industrial centres in the Midlands. The new measures taken for the reduction or obscuration of lights undoubtedly proved most efficacious, for the raiding squadrons, instead of steering a steady course as in the raids of the spring and last autumn, groped about in the darkness looking for a safe avenue of approach to their objectives. Three airships only were able to approach the outskirts of London. One of them appeared over the northern districts at about 2.15 a.m., where she was at once picked up by searchlights and heavily engaged by anti-aircraft guns and aeroplanes. After a few minutes the airship was seen to burst into flames and to fall rapidly towards the earth. The ship was destroyed; the wreckage, engines, and the half-burned bodies of the crew being

found at Cuffley, near Enfield. . . . The large amount of wood employed in the framework of the Zeppelin is startling, and would seem to point to a shortage of aluminium in Germany. The other two ships which approached London were driven off by the defences without being able to approach the centre of the city. A great number of bombs were dropped promiscuously over the East Anglian and the South-Eastern Counties. . . . Careful inquiries show that the casualties and damage were quite disproportionate to the number of ships employed. The casualties reported are as follows: Killed, 1 man, 1 woman (2); Injured, 11 men and women, 2 children (13). No casualties occurred in the Metropolitan Police district. The latest reports show that in the Metropolitan Police district twenty-five houses and some outbuildings were slightly damaged, two water mains were cut, and three horses killed. Elsewhere the damage was very slight, a certain number of cottages being damaged as well as a church, while a fire occurred at some gas works. No military damage of any sort was caused."



By G. K. CHESTERTON.

MODERN Germany claims to be in the van of progress and to enlighten us as to the way the world is going. And there is a very real sense in which the claim is true. Germany is some way ahead of us along the wrong road; and has enlightened us by falling over the precipice. But it is quite true that before that plain and appalling judgment, many elements in Europe and in England were heading in the same direction. If I have dealt principally upon this page with the foreign quarrel of my countrymen, it is partly because I think the national note the fitting one for an organ which circulates among foreigners. But it is even more because there is scarcely anything that could offend me in modern England which is not far more offensive in modern Germany. It is there that these things have had their real success; it is there that they will have their real failure. You may say that Germany leads the modern world. You may, if you like, say that Germany is the modern world. But, if that be so, what is called the modern world is, amid general rejoicings, coming to an end. With all its mirthless cynicism, with all its unmanly militarism, with its sham science and shifty diplomacy, with its excuses for the powerful and its routine for the poor, with its long words of explanation and its very short cuts in conduct, with all its care of the self, and all its carelessness of the soul, what some call the Modern Spirit is cast out of heaven like Lucifer, Son of the Morning. It is cut down to the earth, that did weaken the nations.

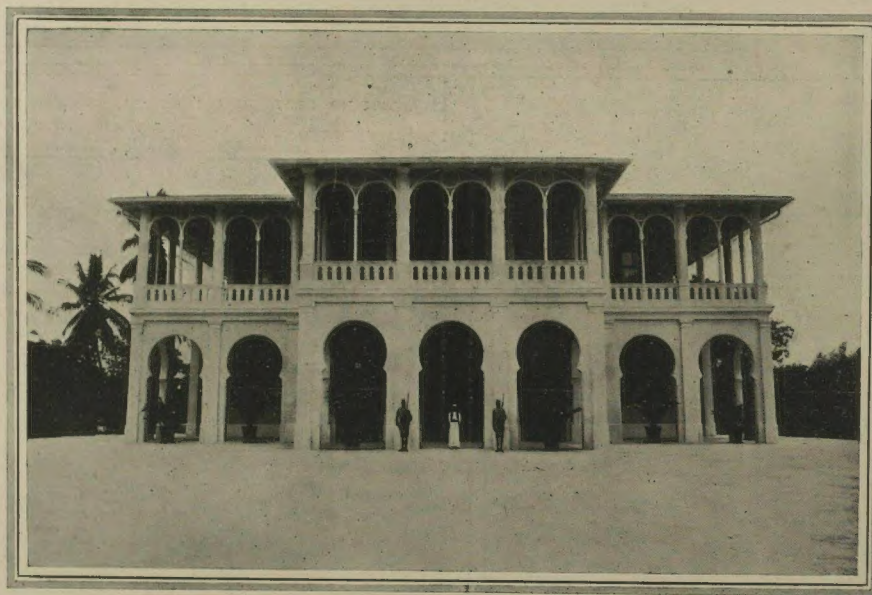
Here is a concrete case of the sort of thing I mean, which has afflicted Germany and at one time infected England. A book seems to have appeared with some scientific pomp in Germany called "Causality and the War." The very title is enough to make a man yawn; and of course it says all the threadbare things we should expect it to say. Of course it says that the war was inevitable. Of course it says it was the result of ancient and more or less animal qualities in different races. Of course it gets the qualities all wrong. It says that Russia is "a congeries of people without a psyche." What can one do with a man who drags in the Greek word "psyche" instead of the ordinary German words for spirit or soul? And what can one do with a man who thinks that Russia has no psyche, except tupt him on the kephal, as my profound Greek scholarship enables me to express it—or, as I believe it is expressed in a less classic language, muddle his knowledge-box. Only, with the German professor, what is needed is to unmuddle his knowledge-box. A knowledge-box is a very precise description of the professor's head; but, as the American humourist so truly put it, he knows so many things that aren't so. Certainly the remark about Russia is one of the things that aren't so. As I have suggested here before, it would be far truer to say that Russia is a religion and nothing else, like Islam, than to say it is a people without a soul. The Tsar is an autocrat because he is the sacramental figure of an enormous popular religion, as if he were a pope or a prophet. Intelligent men of the most utterly contrasted types and traditions, from Mr.

H. G. Wells to Dr. Sarolea, when they actually see Russia, see something solidly Christian, like a permanent Crusade.

When the German critic turns to the consideration of France, the reader may be surprised to learn that he finds the chief French motive and characteristic to be Vanity. Here, again, the reader may have that weird but well-known psychological experience (if the reader is the fortunate possessor of a psyche), the vague and instantaneous sensation of having heard the same thing before. This Vanity in the French has recently driven them to Vengeance, or, as it is expressed with a fine linguistic culture, to *revanche*. In 1914, at the beginning of August, the French still retained an antiquated and morbid memory of having had war declared on them suddenly during the last few days of July. They allowed themselves to be influenced by old sentiments of resentment and resistance when the Germans

opera to make adequate fun of the claim made for English society in the following passage from what is meant to be a denunciation of it: "The Norman pirate is the most notable surviving element in the ruling oligarchy of England—that brutal ruthlessness which considers and spares nothing in attaining booty. The British ruling classes are permeated with this idea, partly by inheritance, partly by tradition. And this Norman characteristic has trickled down into the character of the British common classes and has become part of national inheritance."

What rational human being in England believes that the English aristocrats are Normans, or the inheritors of undiluted Norman blood? It would be about as realistic to say that the House of Lords consists exclusively of Vikings, because there must be a certain amount of Danish and other Teutonic pirate blood in this country. Among educated Englishmen a family that can really trace its pedigree to the Wars of the Roses and the end of the Middle Ages is justly regarded as an unusually ancient and continuous phenomenon. The great part of our historic national aristocracy arose out of the redistribution of wealth and power under the Tudor settlement. And as for piratical brutality having trickled down to me (as a type of the common classes) from some baron of Normandy upon whom I model myself—what can one say, except to pray that all one's enemies may shoot with no better aim? The German critic, who thinks he is denouncing the arrogance of the English gentry, is really pampering a particularly silly and fictitious form of that arrogance, which scarcely survives in the most ignorant among them. In fact, it scarcely survives anywhere in England except in a sort of novelette for servant girls, where the adjective "Norman" is still sometimes applied to Lord Bertrand de Vavasour or Lady Claribel FitzClarence.



THE CAPITAL OF GERMANY'S LAST COLONY CAPTURED: DAR-ES-SALAAM, WHICH RECENTLY SURRENDERED TO THE BRITISH FORCES—THE GOVERNOR'S PALACE, WITH NATIVE SENTRY IN GERMAN UNIFORM.

It was officially announced on September 4 that Dar-es-Salaam, the former seat of German government in German East Africa, had surrendered at 9 a.m. that day. Previously the War Office had stated that "on the coast a column from Bagamoyo is approaching Dar-es-Salaam in co-operation with the vessels of the Royal Navy."—[Photograph by Central Press.]

marched upon their capital; and seem to have regarded the assaults on Verdun and Maubeuge, and even the occupation of Northern France, as hints of some future hostility. Archaic historical associations led them to fancy that the armed occupation of Paris by the Prussians would be an act of war; and they were so vain and vengeful as to attempt to intercept the invaders. Nay, they were so insanely sensitive and superstitious as to beat the invaders soundly, in the first big battle of the war. When it comes to the romantic Gaul, not content with saving Paris, forcibly insisting on the whole German Army going back with the utmost hurry and botheration behind the line of the Aisne, it will be felt that an amiable human weakness was indulged in a degree which might well be described as the very Vanity of Vanities.

But the queerest point about this campaign of exploded catchwords is that it misses the real weaknesses as much as the real merits of the Entente Powers. It is in connection with his criticism of England that this is most startling. For he not only misses our real mistakes, but he positively flatters them. It would need a Gilbert and Sullivan

What was called the modern spirit was always trying to be historic about the prehistoric; just as it was always trying to be conscious of the sub-consciousness. It worshipped blind gods of blood and destiny; it was always trying to get at things behind the human will and beyond the human memory. Its novels were hag-ridden with heredity; and Zola and his school translated the superstition of Ravenswood from terse rhyme into tedious prose. Its poetry was full of what may be called poetical injustice. Its international politics were overshadowed by a shameful conception of conquering races so strong that they were not even called upon to conquer. The world was poisoned with a new Calvinism, in which the goats and the sheep were already divided—with the further refinement that the sheep could eat the goats. It was held that in the presence of this primordial triumph all human chivalry was too late. It was not too late. The older chivalric States have withstood the onslaught of the one white race which thus claimed peculiarly to be the child of destiny. And to-day its own omens turn against it; and its stars, one by one, grow dark.

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PHOTOGRAPHED FROM AN AEROPLANE: THE WRECK OF THE ZEPPELIN.

OFFICIAL PHOTOGRAPH.



LT. WILLIAM LEE ROBINSON, V.C.
(Worcester Regt. and R.F.C.), who
Brought Down the Airship—[Photo, Heath.]

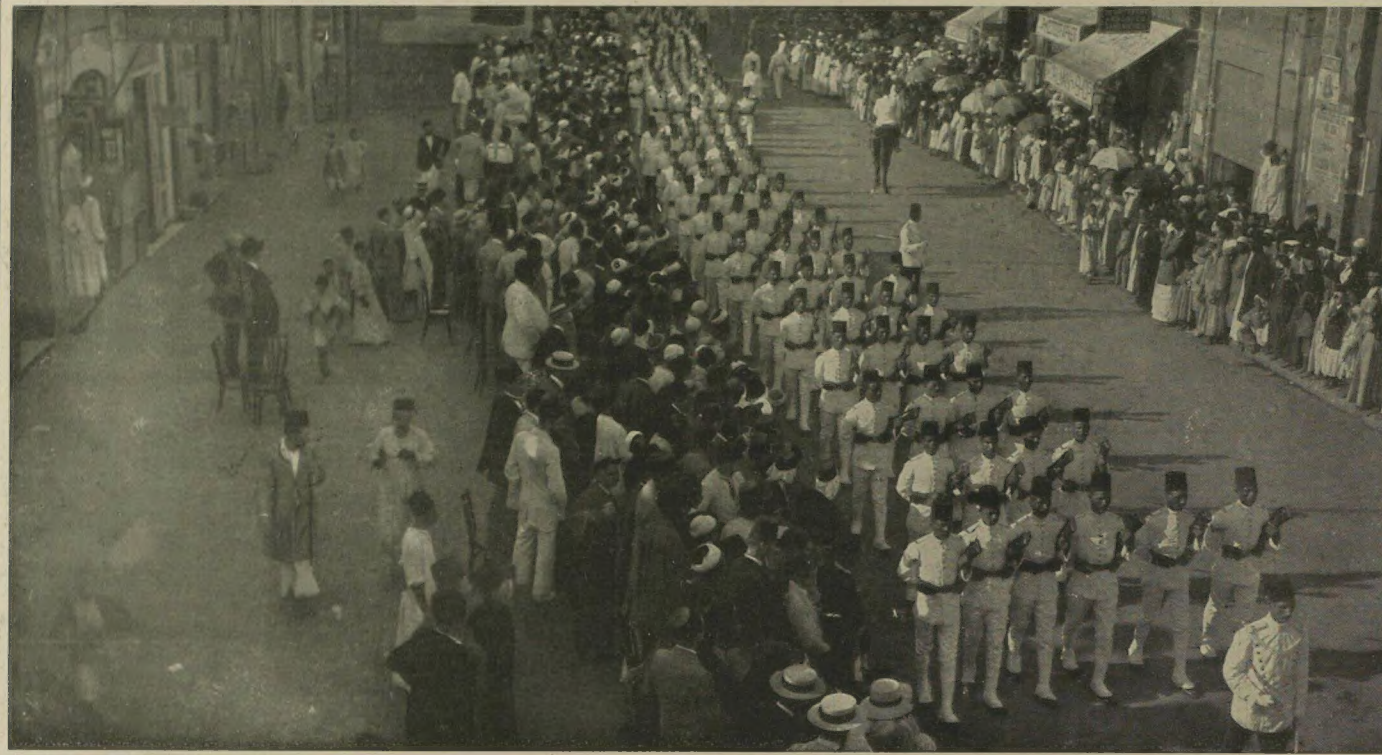
AS SEEN FROM THE AIR THROUGH WHICH SHE FELL: A REMARKABLE PHOTOGRAPH, TAKEN FROM AN AEROPLANE, OF THE WRECKED ZEPPELIN AT CUFFLEY—SHOWING A RING OF SPECTATORS AND TWO MOTOR-CARS.

There is something peculiarly impressive about this wonderful photograph of the fallen Zeppelin, taken from an aeroplane in the very air through which the blazing mass had crashed to earth. The debris looks in the photograph as though it had not quite burnt out, but were still luminous and incandescent. The presence of only a small number of spectators, who can be discerned standing in a ring round the wreckage, also suggests that the photograph was taken soon after the Zeppelin had fallen. It came down in an open field, at about 2.30 a.m. on September 3. Alongside it, to the right, runs a

hedgerow, and in the upper part of the photograph may be seen the tops of some trees. A resident of Cuffley, Mr. Grow, who was one of the first people on the scene, says in his account of the events of the morning: "About 10 a.m. an aeroplane suddenly appeared in the sky, and circled over the spot where we were still looking at the remains of the Zeppelin. After some graceful evolutions it descended in the field a few yards from where we were assembled, and the pilot jumped out and came up to see the wreckage." Later, thousands of sightseers and souvenir-hunters arrived.

THE FUNERAL OF THE SULTAN OF EGYPT'S MOTHER: IMPRESSIVE SCENES IN THE STREETS OF ALEXANDRIA.

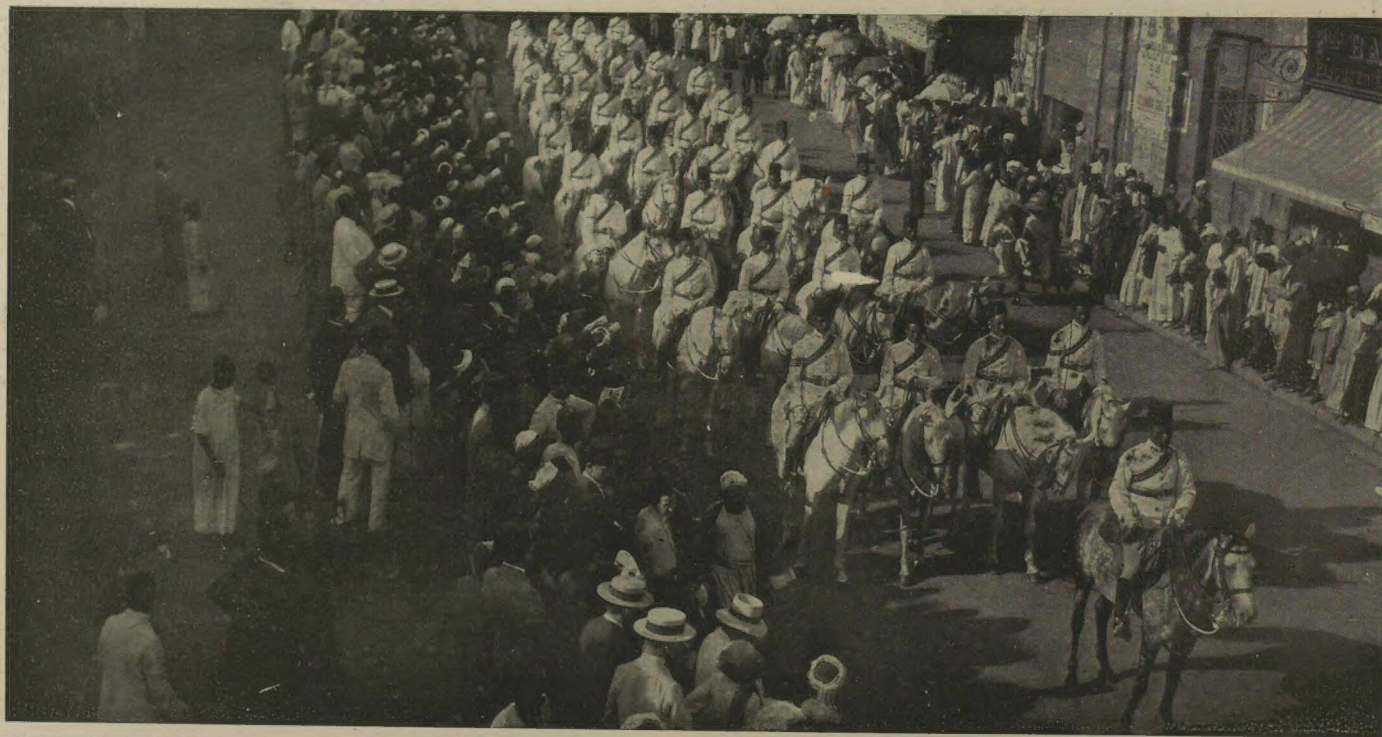
PHOTOGRAPHS SUPPLIED BY RECORD PRESS.



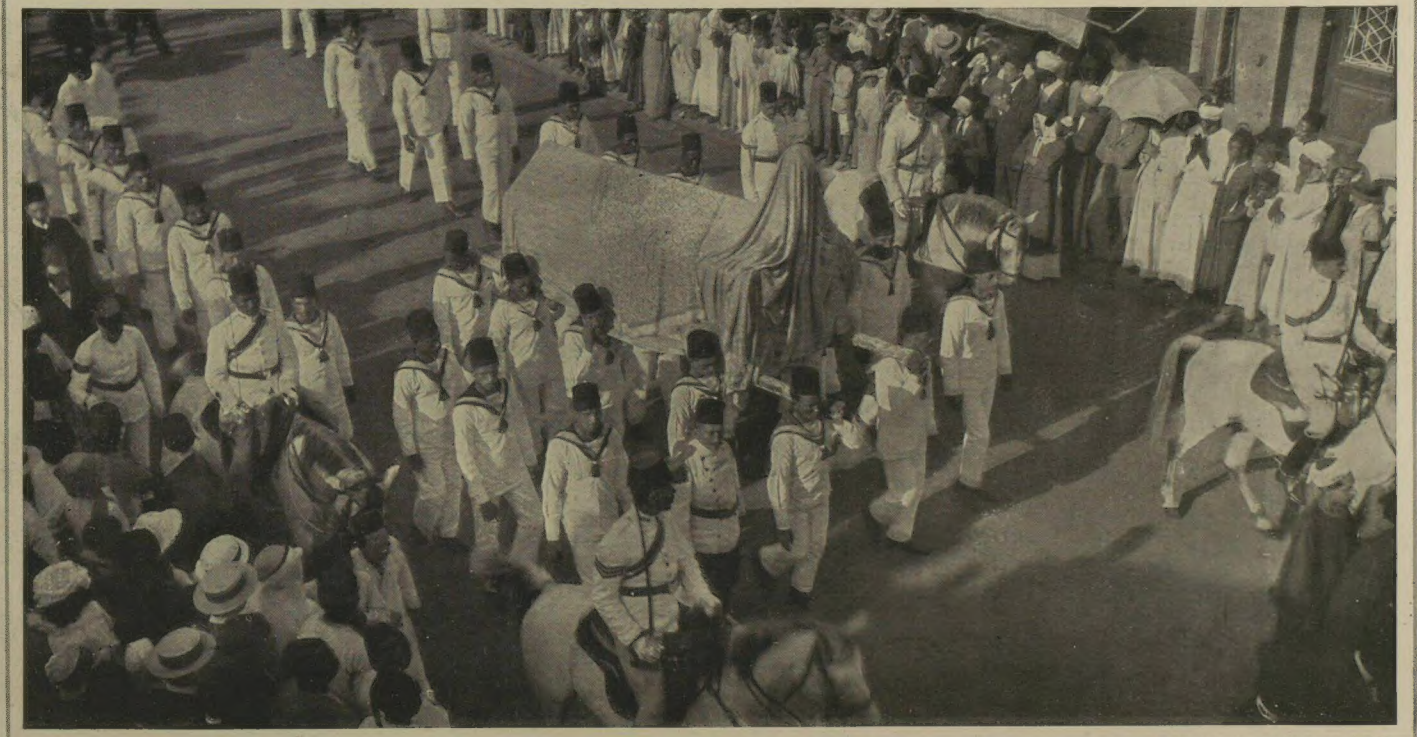
THE FUNERAL PROCESSION PASSING THROUGH THE STREETS OF ALEXANDRIA: EGYPTIAN NATIVE INFANTRY MARCHING WITH ARMS REVERSED.



THE FUNERAL PROCESSION PASSING THROUGH THE STREETS OF ALEXANDRIA: NATIVE DIGNITARIES AND NOTABILITIES ATTENDING THE CEREMONY.



THE FUNERAL PROCESSION PASSING THROUGH THE STREETS OF ALEXANDRIA: EGYPTIAN NATIVE CAVALRY, WHO HEADED AND CLOSED THE PROCESSION.



THE FUNERAL PROCESSION PASSING THROUGH THE STREETS OF ALEXANDRIA: THE PRINCESS'S BIER BORNE BY EGYPTIAN SAILORS.

The public funeral of the mother of the Sultan of Egypt took place with full State ceremonial and the rendering of military honours. It was attended by all the highest native dignitaries and Government officials of rank at Court and in the service of his Highness the Sultan of Egypt. Egyptian sailors of the Sultan's yacht and Egyptian gun-boat service carried the bier on their shoulders through the streets of Alexandria, while detachments of Egyptian native cavalry and infantry, in the white-drill hot-season full-dress uniform worn in garrison and camp, paraded in force and formed a notable component of the military procession—the infantry marching at funeral pace and carrying their rifles reversed. The deceased

Princess was the wife of Khedive Ismail I., who reigned from 1863 to 1879. Her eldest son is the present Sultan, Hussein Kamil, born in 1854. As will be remembered, the late Khedive of Egypt, Abbas Hilmi (a nephew of the present Sultan), was deposed by the British Government in December 1914 for having "adhered to the King's enemies," as the official proclamation worded it. His Highness Ismail Kamil was appointed in Abbas Hilmi's place on December 14, with the title of Sultan. The appointment raised the deceased lady to the exalted rank of "Mother of the Sultan"—a position of special eminence in Oriental regard.

CAPTURED: DAR-ES-SALAAM, THE GERMAN CAPITAL IN EAST AFRICA.

PHOTOGRAPHS BY PHOTOPRESS.



THE HARBOUR WHEN WAR BROKE OUT: A GERMAN GUN-BOAT ENTERING THE FLOATING DOCK.



THE TOWN VIEWED FROM THE HARBOUR ENTRANCE. A PANORAMIC VIEW OF THE FRONT.



AT A GERMAN MILITARY REVIEW: NATIVE TROOPS OF THE GARRISON ON PARADE.



CHURCH PARADE AT AN OFFICIAL CELEBRATION: THE STATION AND GARRISON CHURCH.



AT A GERMAN MILITARY REVIEW: GERMAN OFFICERS AND SOLDIERS OF THE GARRISON.



IN THE NATIVE QUARTER OF DAR-ES-SALAAM: SHOPS IN THE BAZAAR.

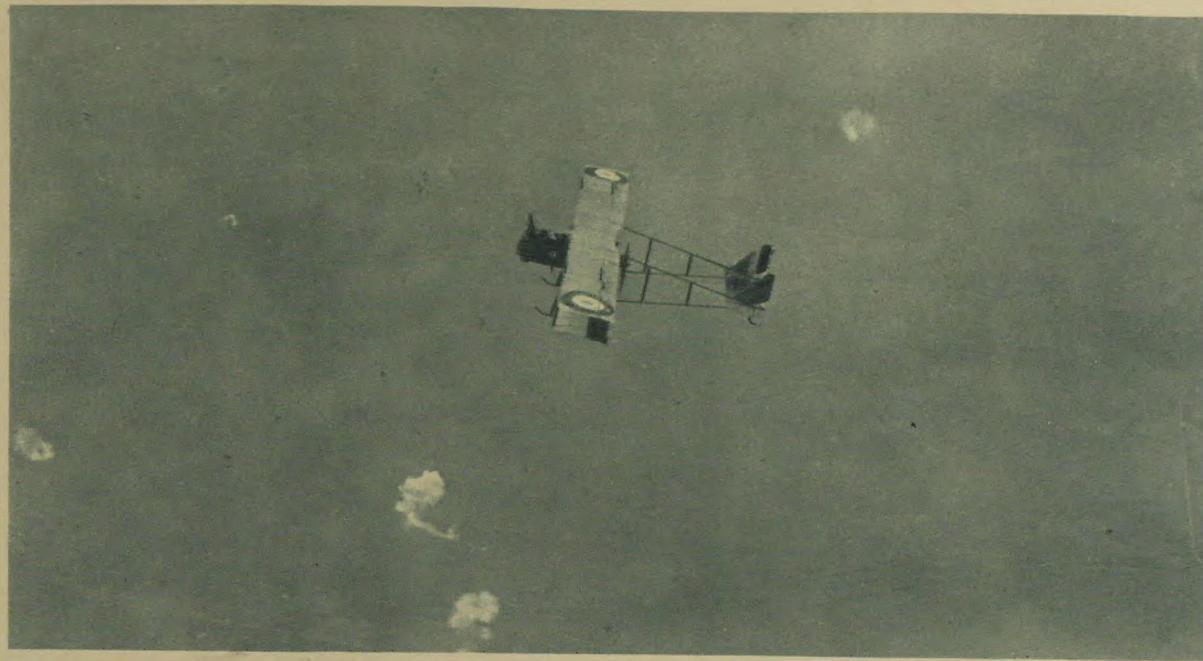


THE PRIDE OF THE GERMAN COLONY: IN THE VERANDAH OF GOVERNMENT HOUSE.

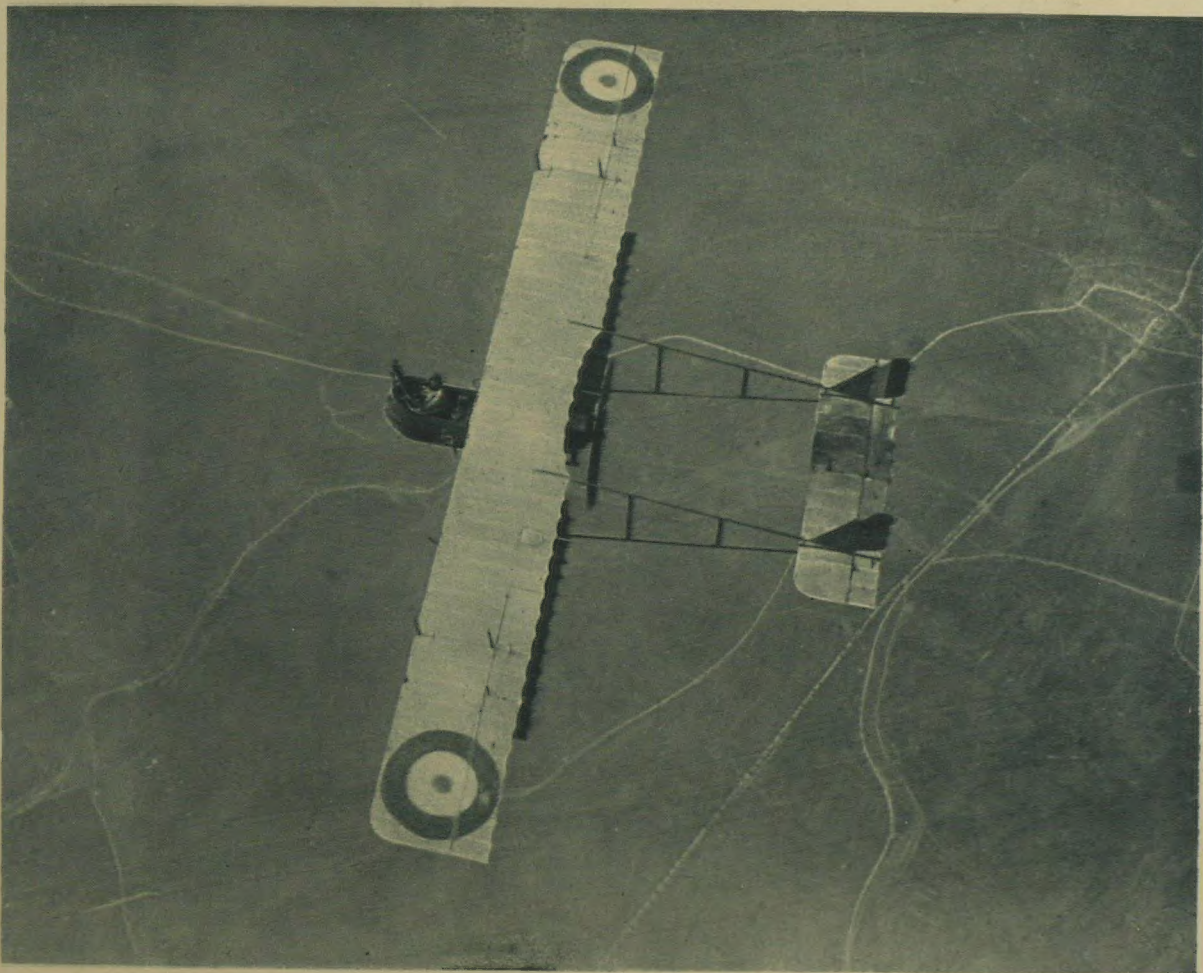
Dar-es-Salaam ("The Harbour of Peace"), the principal seaport and official capital of German East Africa, surrendered to a British combined naval and military force on September 4. It has been the German capital since 1901, and has a population of about 1000 Europeans and 50,000 natives. The fine harbour is well sheltered and approached through a narrow channel between palm-groves. There is a floating dock and wireless station, destroyed by the British Navy at the outset of the war, together with the survey-ship "Moewe," in the first of three raids on Dar-es-Salaam which

our war-ships have made. Since February 1915 the port and coast have been closely blockaded. The Germans laid out the European quarter of the town in a very substantial manner, with fine public buildings, including Government House, well laid out botanical gardens, a station church, barracks, and an officers' club. There are also large modern hotels, Dar-es-Salaam being a principal port of call for liners, while the main railway across the colony starts from there. Harbour forts and batteries defended the entrance, and the port was the headquarters of the raiding cruiser "Königsberg."

ABOVE GERMAN LINES: AEROPLANE PHOTOGRAPHED FROM AEROPLANE.



WITH ENEMY SHRAPNEL BURSTING OVERHEAD: AN ALLIES' BIPLANE PHOTOGRAPHED FROM A CONSORT IN MID-AIR.



AN OBSERVER AND PILOT DURING A CRUISE—SEEN FROM ABOVE: LOOKING DOWN INTO THE FORE-PART OF A BIPLANE'S NACELLE.

The biplanes seen here while on a cruise over part of the German lines on the Western Front were flying at the same altitude—3000 metres, about 10,000 feet, which is, roughly, ten times the height of the cross on St. Paul's Cathedral above ground level. At that height the airmen are still within range of enemy anti-aircraft guns: the white puffs of bursting shrapnel, some distance above the biplane, show that. The photograph was taken from a companion aeroplane, as was the photograph forming our lower illustration.

In that the observer with the camera was almost directly over the photographed 'plane, and was able, as will be noted, to see well into the fore-part of the nacelle at no great distance, and include the observer and pilot in the detail of the picture. Across the upper half of the illustration, extending upwards diagonally from right to left, may be remarked a long straight stretch of highway, fringed with trees; one of the poplar-lined chaussées of Northern France. The irregular white lines are German trenches.

GENERAL NORTHEY'S ADVANCE INTO GERMAN EAST AFRICA FROM THE RHODESIAN SIDE: FORT NAMINA CAPTURED.

PHOTOGRAPHED BY TOPICAL



TRENCH WARFARE IN THE EAST AFRICAN SCRUB: A CORNER OF THE TRENCHES CUT BY THE TROOPS UNDER GENERAL NORTHEY NEAR FORT NAMINA.



AFTER THE CAPTURE OF FORT NAMINA BY BRITISH SOUTH AFRICAN POLICE: A NATIVE SOLDIER ON GUARD AT ONE OF THE ENTRANCES.



CAPTURED BY A BRITISH FORCE UNDER FORT NAMINA—GENERAL NORTHEY ON THE NIGHT OF JUNE 2-3: A GENERAL VIEW.



ON THE WAY TO FORT NAMINA: MEN OF GENERAL NORTHEY'S FORCE OF BRITISH SOUTH AFRICAN POLICE OUTSPANNING A GUN-CARRIAGE.



FORT NAMINA AND SOME OF ITS CAPTORS: AN INTERESTING PHOTOGRAPH OF PART OF GENERAL NORTHEY'S FORCES, INCLUDING BRITISH AND NATIVE TROOPS.



RUNNING UP THE UNION JACK AT FORT NAMINA: THREE BRITISH OFFICERS, AND A FOX TERRIER, AT THE CEREMONY.



THE TRENCH-PARAPET AS IT IS IN EAST AFRICA: MEN OF GENERAL NORTHEY'S FORCE IN THEIR TRENCHES.



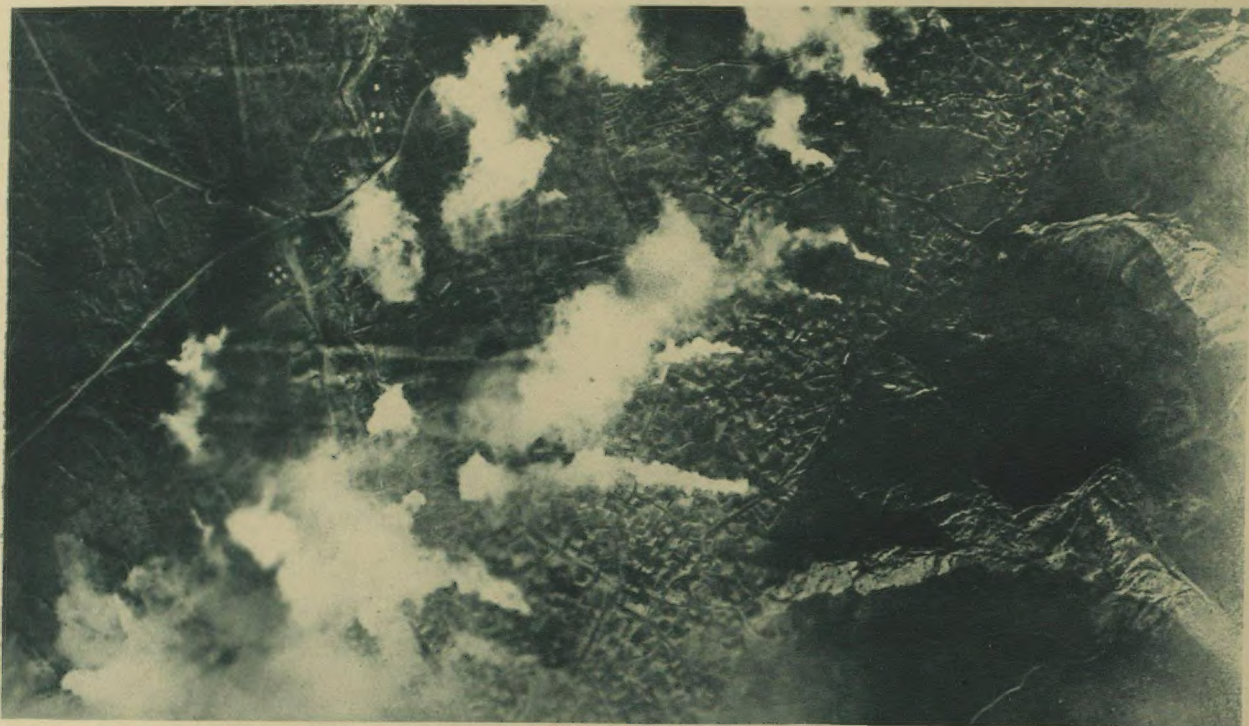
ARTILLERY TRANSPORT OF GENERAL NORTHEY'S FORCE IN EAST AFRICA: NATIVES AND BULLOCKS HAULING GUN-CARRIAGES UP THE HILLS ON THE ROAD TO FORT NAMINA.

Recent news from East Africa has been very satisfactory, and on the night of September 4 it was reported that Dar-es-Salaam, the former seat of German Government in German East Africa, had surrendered at nine o'clock on the morning of that day. As regards the operations from the Rhodesian side, which our photographs illustrate, a War Office statement of August 31 said: "In the southern theatre, Brigadier-General Northey's principal columns are at Ngoinji (32 miles south-west of Neu Iringa), Madibira, and Marika (7 miles east of Lupemba). The enemy in this quarter is also being pressed back on Mahenge. On Lake Tanganyika troops have been disembarked at Kirando, whence they have worked inland and are in touch with the Belgian columns advancing on Tabora. Another of our forces has advanced from Bismarckburg to Kate." The operations illustrated in the

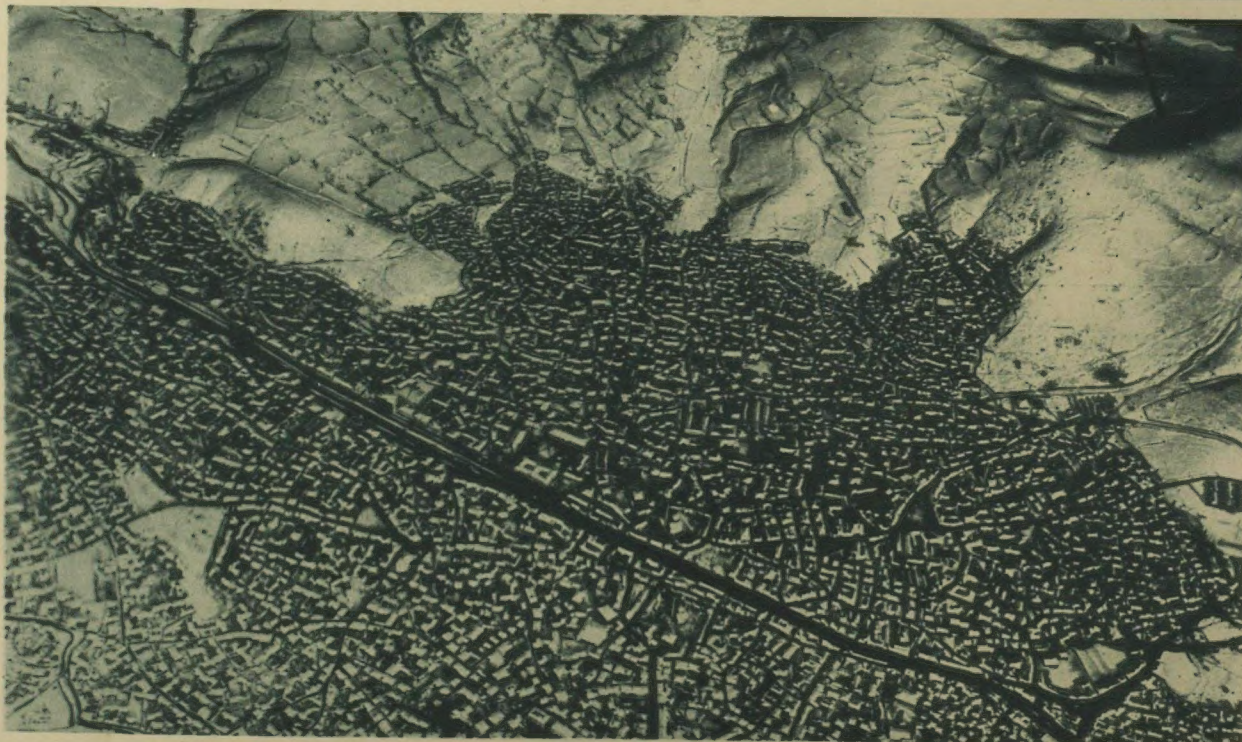
above photographs were mentioned in the following statement issued by the War Office on June 7: "Telegraphing on June 6, Brigadier-General Northey reports that the British columns which crossed the Nyasaland-German East Africa frontier on May 25 have pursued the enemy, who is retiring in the direction of Iringa, as far as the vicinity of Neu Usungu, capturing prisoners, ammunition, stores, and supplies. Colonel Murray, commanding the Rhodesian columns which were investing Namina, reports that the garrison of that place broke out during the night of June 2-3, suffering heavy casualties and leaving several prisoners (including the German commandant, who was wounded) in our hands. Our losses in these operations were very small." The frontier between Northern Rhodesia and German East Africa stretches from the southern end of Lake Tanganyika to the northern end of Lake Nyasa.

BOMBING BULGARIAN STRONGHOLDS: ALLIED AIRMEN'S ACTIVITIES.

PHOTOGRAPHS BY THE PHOTOGRAPHIC SECTION OF THE FRENCH ARMY (AIR SERVICE BRANCH).



DURING A BOMBARDMENT: THE BULGARIAN TOWN PETRICH, ONE OF THE ENEMY'S PLACES OF CONCENTRATION NEAR THE GREEK FRONTIER.



A PHOTOGRAPH BY AN AIRMAN FLYING LOW TO PICK OUT THE MILITARY BUILDINGS: MONASTIR, WHERE THE ENEMY HAD A LARGE GARRISON.

As the Salonika official communiqués and other published telegrams from the Balkan front record from time to time, numerous air-attacks by 'planes, British and French, and also Serbian, are being made on and behind the enemy's lines. They were begun some time before the opening of the fighting now going on along the front at various points. The upper illustration, reproducing a French official photograph, shows in progress one of several air-attacks by a squadron of 'planes on the Bulgarian frontier town of Petrich, which at the time formed an important point of concentration for the enemy's forces.

After the bombardment, during which the photograph in question was taken, the French observers counted no fewer than twenty-seven places, apparently magazines and store-houses in the town, which were on fire. In the lower illustration is seen an aviator's view of the former Serbian town of Monastir while in the occupation of the enemy. The photograph—also a French official one—was taken at a comparatively low altitude, to which the observer had descended in order to make sure of his bombs hitting only buildings in use by the enemy as ammunition and store houses, or as barracks.

THE KING'S SAILOR SON: ON DUTY AT SEA.



WITH THE GRAND FLEET: SUB-LIEUTENANT H.R.H. PRINCE ALBERT—A NEW PHOTOGRAPH.

It was announced officially in May that Prince Albert, second son of the King, had been promoted from Acting Sub-Lieutenant to Sub-Lieutenant in his Majesty's Navy. His Royal Highness, who is in his twenty-first year, entered the Royal Naval College, Osborne, in January 1909, and became a midshipman in September 1913. He was promoted to Acting Sub-Lieutenant in September 1915.

When war broke out he was serving in a flag-ship of the Grand Fleet, but in September 1914 he was compelled to go on sick leave, and was operated upon for appendicitis. He was unable to rejoin his ship until the February of the following year. In the following November he was again on sick leave, with an obstinate gastric disorder. He returned to active duty in May of this year.

Khaki as it Appears against a European Landscape: Natural-Colour Photographs of the British Service Uniform as Worn in the War.

NATURAL-COLOUR PHOTOGRAPHS BY WALSHAM, LTD.



INFANTRY ADVANCING IN EXTENDED ORDER, MANCHESTER REGIMENT



INFANTRY: COLDSTREAM GUARDS.



INFANTRY KNEELING BEHIND COVER: SOUTH STAFFORDSHIRE REGIMENT.



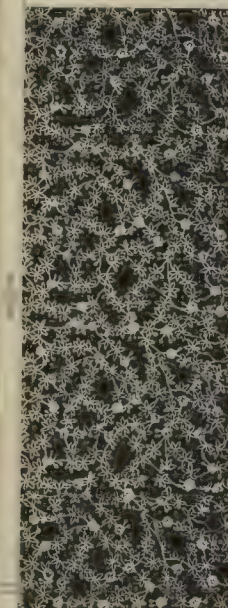
INFANTRY IN EXTENDED ORDER: ROYAL WELSH FUSILIERS.



INFANTRY IN THE OPEN (BLACK WATCH).



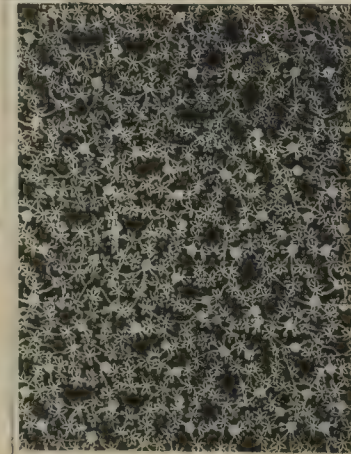
INFANTRY IN ACTION: REINFORCING THE FIRING LINE.



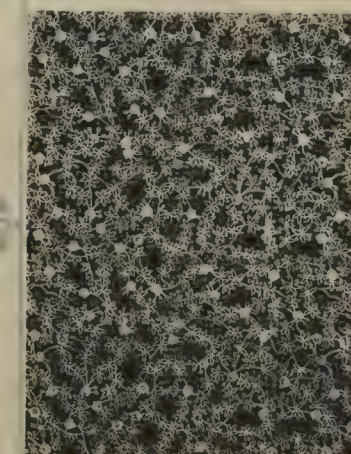
CAVALRY: DRAGOON GUARDS (QUEEN'S BAYS)



CAVALRY: DRAGOON GUARDS (QUEEN'S BAYS).



CAVALRY: HUSSARS.



CAVALRY: DRAGOONS DISMOUNTED (ROYAL SCOTS GREYS).

We give here some remarkably interesting natural-colour photographs showing how the British khaki uniform appears when seen against the background of a European landscape, as it is during the present war. Khaki was originally adopted, as explained in the article above, for use in India, where, as also in Africa, it harmonises better with the usual colouring of the country. Against the summer green of Europe it is slightly more conspicuous, but will be less so as autumn advances and the country assumes a browner tinge.

SCIENCE AND NATURAL HISTORY.



PUNISHING THE REBELS. THE EGYPTIANS' BOOKS ON CHEMISTRY BURN'T BY ORDER OF DIOCLETIAN.



MEXICO. CRAZZA THE ARKIAN.

SCIENCE JOTTINGS.

WHERE MOTH AND RUST DOTI CORRUPT

SOME time ago I described in this column the ravages of certain small moths on the biscuits supplied to our armies in the field—ravages committed within hermetically sealed tins, and therefore in an environment which one was justified in supposing incompatible with the maintenance of life. Yet these insects passed the whole of their larval life and completed the winged, adult stages of development without let or hindrance in such dark airless prisons. The treasure of those tin boxes was corrupted by the ravages of moths; the world is now receiving a very forcible illustration of corruption by rust, albeit with a new meaning.

But for this, the alarm which is being expressed among us just now about the rising price of wheat would never have arisen. It is assumed that it is due entirely to the unscrupulousness of "profiters." There is, indeed, reason to believe that this is in some measure true; though it is comforting to think that these are not our own countrymen, but those who control supplies overseas. For just now much of our wheat comes to us from America, though some of it was grown by our own people in the vast wheat-fields of Manitoba, by whom it was sold, unthinkingly, to the United States, according to long-established custom. In the States the wheat harvest for the past two years was abundant, and prices went down. This year has come a serious shortage owing to the ravages of a minute fungus known as "Rust." This has automatically raised the price of wheat there, and it is being forced higher by some who control the markets, for they realise that it will be badly needed in Europe, and must, sooner or later, be purchased at whatever price may be demanded because our own harvests, of necessity imposed by the war, must be lessened.

Since wheat was first cultivated, rust has been one of its worst enemies. Whence it came, for long ages, no man knew; but gradually dawned a suspicion that in some way "rust" was intimately associated with the flowering shrub known as Barberry, so valued in our gardens for its ornamental character. Thus it was that, rather more than one hundred and fifty years ago, the State Legislature of Massachusetts passed an Act compelling the inhabitants to exterminate all the barberry bushes. "Whereas," it runs, "it has been found by experience

that the blasting of Wheat, and other English grain, is often occasioned by Barberry Bushes to the great loss, and damage, of the inhabitants of the Province—

"Be it therefore enacted by the Governor, Council, and House of Representatives, that whoever, whether community or private person, hath any Barberry bushes standing or growing on his or their Land, within any of the Towns in this Province, he

It was then discovered that this "rust," so called from its yellow colour, is a fungus which depends for its existence on two hosts. It attacks the barberry in the spring, developing thereon cup-like masses of spores, which are presently set free to complete their development either on grasses or on cereals such as wheat, oats, or rye, where they assume the characteristic "rust"-like form. They are now mature, and before the winter produce minute, vegetative bodies, which can only develop in the following spring if they happen to find a resting-place on the barberry. Hence the extirpation of the barberry means the extirpation of the fungus. It is true the rust does not entirely destroy the wheat crop, but it seriously diminishes the yield of grain.

Since the barberry cannot be entirely extirpated, those concerned in this problem have set themselves to produce a wheat which is immune to the attacks of the fungus; thereby effecting a saving of some millions of pounds sterling every year. It was found that there were certain strains of wheat which are more or less immune from the ravages of this fungus, but these are usually wanting in other qualities which are indispensable to the farmer. The task was, then, to graft this quality of immunity upon other strains giving a higher yield of grain, but liable to attack. It was one of great difficulty, but it was successfully accomplished by the brilliant investigations of Professor Biffen, at Cambridge. He found, among a great number of strains of wheat grown on the Cambridge experimental farm, several types which showed marked differences in the degree of their immunity from, or susceptibility to, the attacks of rust. Among them was one quite immune, and, though grown among numbers of rusted plants, itself showed no trace of infection. Of another type, known as the Michigan Bronze, no single individual ever escaped; and so badly were some of the plants diseased that very few ripe grains could be obtained from them.

The two types were crossed together. In the first generation every plant without exception became rusted. But a few ripe grains were secured from them, and these produced a second generation. The offspring of this produced plants some of which were immune, and from these a strain was raised which can be grown with impunity in the neighbourhood of the barberry plant. Surely no greater witness than this of the value of experimental biology can be needed.

W. P. PYCRAFT.



IN A BRITISH STEEL AND ROPE WORKS: HAMMERING STEEL INGOTS.

Women and girls have released men for the Colours in every possible department. This is one of the phases of the work women cannot do.—[Photograph by S. and G.]

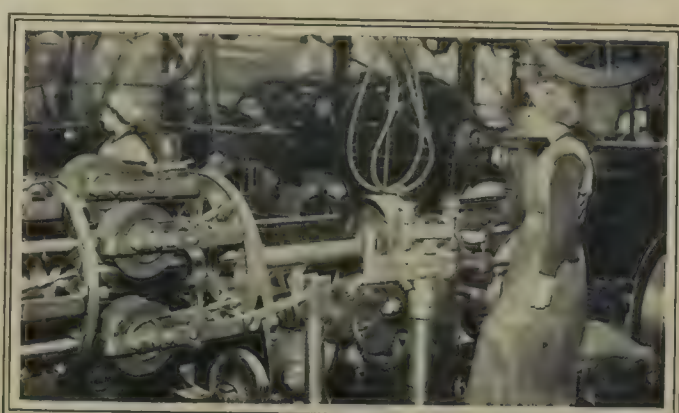
or they shall cause the same to be extirpated or destroyed on or before the Thirteenth Day of June, Anno Domini One Thousand Seven Hundred and Sixty. . . ."

What the connection precisely was between this innocent-looking plant and the dreaded rust remained a mystery till modern methods of research, and the microscope, were brought to bear on the subject.



IN A BRITISH STEEL AND ROPE WORKS: AEROPLANE-CORD SPINNING.

Photograph by S. and G.



IN A BRITISH STEEL AND ROPE WORKS: AT A WIRE-ROPE SPINNING-MACHINE.

Photograph by S. and G.

"BIG ROUMANIA" A SURPRISE FOR THE ENEMY: GUNS ON THE MOVE BEHIND ARTIFICIAL COVER.

FACSIMILE SKETCH MADE ON THE SPOT BY OUR SPECIAL ARTIST, H. C. SEPPINGS-WRIGHT.



ROUMANIAN PREPARATIONS: ON A FRONTIER "SUNKEN ROAD," CONSTRUCTED THAT TROOPS MAY NOT BE SEEN ACROSS THE DANUBE—AN ARTILLERY BATTERY PASSING.

"It military skill in preparation and careful organisation count as steps towards victory," writes our artist in forwarding the above sketch, made on the spot. "We have on our side in the field a 'Big Rumania.' I was privileged some short time ago to make an extended tour through the most interesting parts of the country, and can safely and confidently say, in direct opposition to opinions which have been expressed in certain German high quarters to the effect that 'a small Balkan State can never become a decisive factor in the settlement of Armageddon,' that those who uttered the dictum will find themselves woefully

mistaken. Rumania's Army is ready, and everywhere throughout the country arrangements have been made for its employment at any required point. Transport difficulties have been overcome and all measures taken to ensure success." As the drawing shows, "special sunken roads have been constructed at many places to afford shelter and security to marching troops." In the illustration a battery of Rumanian artillery is seen making its way, well screened from observation, in the neighbourhood of the Danube, seen towards the background, flowing on this side of the mountains. (Continued on page 305)

A KEY POSITION ON THE ROUMANIAN FRONTIER: WHERE IT

FACSIMILE SKETCH MADE ON THE SPOT BY



WHERE FIGHTING FOLLOWED THE ROUMANIAN DECLARATION OF WAR: THE CONFLUENCE OF THE

This drawing was made at the point where the Roumanian frontier converges with those of Austria-Hungary and Serbia at the junction of the Bapna with the Danube, at Varciorova. Shortly after the Roumanian declaration of war and attack upon the Austro-Hungarians, it was reported that the pressure was strongest at this point, and a Roumanian official communiqué of August 29 stated: "Our artillery from Varciorova fired on Orsova, destroying the petroleum depot." A later Roumanian official statement, of August 31, said: "Austro-Hungarian war-ships and batteries have fired on Varciorova, Turcu Severin, and Giurgio." Between Varciorova and Turcu Severin is the famous reach of the Danube known as the Iron Gate. On September 2 the Austrians admitted having retreated across the River Cerna, near Orsova. Across the Danube are seen (in the left background) the hills of Serbia. Describing his drawing, Mr. Seppings-Wright, who is himself shown in the foreground (with his back to the spectator), talking to a Roumanian officer and his wife, says in a note: "One of the most important key positions of Roumania is to be found on the banks of the Bapna, a small mountain stream which falls into the Danube at the frontier

MEETS THE FRONTIERS OF AUSTRIA-HUNGARY AND SERBIA.

OUR SPECIAL ARTIST, H. C. SEPPINGS-WRIGHT.



RIVER BAPNA WITH THE DANUBE, AT VARCIOROVA—SHOWING ORSOVA IN THE BACKGROUND.

village of Varciorova. This stream is spanned by a temporary wooden bridge not more than forty feet long. On either side stands a sentinel. Roumania and Hungary face each other. There are other features to be negotiated before an attacking army can cross: the mountains of each country bristle with guns and trenches. Mountain-roads zig-zag from position to position, making communication easy. Above all towers the frowning crest of Takia, which the Serbs so gallantly defended. Varciorova struggles along the banks of the Danube to the Iron Gate, a rocky reef over which the waters of the Danube boil for a couple of miles, a bar to navigation, only to be threaded by keeping to the narrow channel, or subaqueous canal, which forms the one and only river road into Hungary. It is commanded at every point by the artillery of three nations, so that nothing could make the passage and live. This puts a stop to anything in the way of grain reaching the Central Powers by water, and the blowing-up of the railway bridge over the Bapna prevents any communication by railway." (Drawing Copyrighted in the United States and Canada.)

ROUMANIA'S MAGNIFICENT CAVALRY: TROOPERS OF RENOWN IN THE ARMY OF OUR NEW ALLY.

FACSIMILE SKETCH MADE ON THE SPOT BY OUR SPECIAL ARTIST, H. C. SEPPINGS-WRIGHT.



IN THE FIELD-GREY OF MODERN WAR; NO BRILLIANT PEACE-TIME UNIFORMS OR LANCE-PENNONS: ROUMANIAN CAVALRY CHARGING.

In the popular regard of the nation the Roumanian cavalry are considered crack troops, the *élite* of the service. The men are good riders and of excellent physique, are thoroughly disciplined, and know their business. They are well mounted on a first-rate type of horse native to the country. Brilliantly uniformed in time of peace—hardly the German or the Austrian hussars were more showily attired—the Roumanian cavalry are now wearing the severely plain and stern-looking field-grey which all the Allied troops in the war have adopted where khaki is not worn. Our artist sends this note recording an experience with the Roumanian cavalry on the day he made the above sketch. There was some difference of opinion among certain officers as

to whether the ordinary uniform, or field-grey, looked most impressive for cavalry from an enemy's point of view in a charge. Two regiments, the one attired in the peace-time uniform with fluttering pennons on their lances, and the other in field-grey, were turned out and ordered to charge so as to put the matter to a test. "I was asked to act as judge," writes our war-artist, "and I gave my opinion in favour of field-grey. The full-dress uniforms made a glittering display of colour, but the field-grey troopers in the mass looked more formidable, heavier, and more sternly business-like as the onrush of horsemen swept by, their lance-poles bare, only tipped with gleaming points of steel."—[Drawing Copyrighted in the United States and Canada.]

FIGHTING-MEN OF GREECE: OFFICERS AND MEN OF THE GREEK ARMY.

OFFICIAL PHOTOGRAPHS, AND ONE BY C.N.



GREEK SOLDIERS FRATERNISING WITH BRITISH SAILORS: A FRIENDLY MEETING AND AN EXCHANGE OF HATS!



MEN OF A MUCH-DISCUSSED ARMY ON DUTY: A BODY OF GREEK INFANTRY ON THE MARCH IN THE NEIGHBOURHOOD OF SALONIKA



DEEPLY INTERESTED IN THE MILITARY SITUATION IN MACEDONIA AND THE BALKANS: A GROUP OF GREEK OFFICERS AT SALONIKA.

Recent events have made the strength of the Greek Army a matter of much interest. The "Statesman's Year-Book" for this year says: "Military service in Greece is compulsory and universal, with very few exemptions. It commences in the twentieth year, and lasts for the long period of thirty-one years. . . . The annual contingent of recruits, fixed by Parliament, is about 25,000. The peace establishment for 1915 is about 60,000 officers and men. . . . The effective strength of the Greek Army . . . is 3970 officers

and 55,803 non-commissioned officers and men. The territorial army is, of course, primarily intended for home defence, but certain classes are liable to be drafted to the field army in time of war. . . . The Greek infantry are armed with the Mannlicher Schönauer rifle, model 1903." As one of our photographs shows, the Greek private soldier is very ready to fraternise with the British sailor, and equally so, no doubt, with the British soldier. An exchange of hats always indicates "friendly relations"

WHERE ENTENTE COUNSELS PREVAIL: GREEKS AT SALONIKA.

Official Photographs.



NAMED AFTER THE WILDEST STATESMAN OF ANCIENT GREECE: THE TRANSPORT "THEMISTOCLES" LANDING GREEK TROOPS AT SALONIKA.



WHERE A COMMITTEE OF NATIONAL DEFENCE WAS SET UP, FAVOURING THE ALLIES: SALONIKA—GREEK TROOPS AT THE DOCKS.

While Athens remained undecided, the Greeks at Salonika took affairs into their own hands and formed a Committee of National Defence, as well as a military force, with a view to co-operating with the Allies and driving out the Bulgarians from Greek territory. A disturbance between the Committee's forces and a Greek garrison at Salonika was stopped by the intervention of the French. Mr. Ward Price wrote on September 2:

"The revolutionary commandant of the town announces that all soldiers and officers in uniform are to wear the blue-and-white armband which is the badge of the revolution. Those without this will be considered 'reactionaries' and arrested. . . . The revolutionaries have sent detachments to Vodena and other towns." M. Venizelos said recently of the pro-German party in Athens: "They see that even the Army itself has left them."

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It is *not* from what a man swallows, but from what he digests *that* the blood is made, and remember that the first act of digestion is chewing the food *thoroughly*, and that it is only through doing so that you can reasonably expect a good digestion.

Unsuitable food and eating between meals are a main cause of indigestion, &c., because introducing a fresh mass of food into the mass already partly dissolved arrests the healthy action of the stomach, and causes the food first received to lie until incipient fermentation takes place.

A judicious Rule.—"1st, Restrain your appetite, and get always up from the table with a desire to eat more. 2nd, *Do not touch anything that does not agree with your stomach, be it most agreeable to the palate.*" These rules have been adopted in principle by all dieticians of eminence, and we recommend their use.

'A LITTLE at the RIGHT TIME, is better than Much and Running Over at the Wrong.'

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LADIES' PAGE.

LONDON remains unusually full and busy. I went to the Victoria and Albert (South Kensington) Museum on the first day that the wonderful collection of miniatures lent by the Duke of Buccleuch was on view, and there was a surprisingly large and fashionable attendance. The collection is indeed worthy to attract art-lovers; although it does not include any examples of the best-known English painters in this style, those who flourished at the end of the eighteenth century, such as Cosway and Andrew Plimer. But it begins with Holbein's portraits of Henry the Eighth and his family; an "Antonio More" of Queen Mary I., with hard, thin lips and narrow-minded expression that truly display her character; a "Nicholas Hilliard" of Queen Elizabeth, young and blooming, but her personality already backed up by most wonderful dress, a great lace ruff, huge sleeves, and pointed corsage stiff with pearl embroidery; and then selections through the periods down to George Washington, Napoleon, and the Duke of Wellington.

In some periods, men's costume was as decorative as that of the ladies. There are a number of portraits in periwigs; men wore those monstrous, heavy wigs during fully three-quarters of a century, and combined with that affectation they adorned themselves with much fine lace, jabots and deep collars and sleeve ruffles; and here we may see them in all this finery. But there are also many ladies depicted in fine raiment. Amongst these is Catherine of Braganza, our Charles the Second's Queen, wearing ear-rings visibly tied over the ear-lobe by a silken cord with a tiny bow that rests against her cheek, while the delicate gold-and-pearl fringes hang down quite on to her bosom. This goes to confirm my suggestion in this column that the *pairs* of ornaments in the *cache* found in the City, and described in the London Museum as "pendants," were really seventeenth century tie-on ear-drops. There is a case of exquisite French miniatures of the Court of the seventeenth century and contemporaries. Queen Anne of Austria; Mme. de Montespan in an exquisitely embroidered gown, and with the garden of Versailles for the background; our Princess Henrietta, Duchess of Orleans, and so on.

In this case, there are three different portraits of a Spanish Princess, the Infanta Isabella Clara Eugenia, grand-daughter of Charles the Fifth, who ruled what we now know as Holland and Belgium, then called the Netherlands or Low Countries, and a conquered Province of Spain. The Infanta was one of the extraordinarily numerous women successful as Governors of States. The French *Mémoires* of the period are enthusiastic in her praise. Mme. de Motteville, in her well-known "Memoirs of the Court of Anne of Austria," says of the Infanta: "She ruled over the Netherlands with wisdom and glory, and her good government and justice made her reign in the hearts of the Flemish people." "La Grande Mademoiselle," Louis the Fourteenth's first



AN AFTERNOON DRESS IN TWO SHADES OF TAFFETA.
The front part of this dress is made of beige-coloured taffeta, and the back is of nigger colour, with roses embroidered on it in dark shades of cornflower-blue and a touch of dull gold.

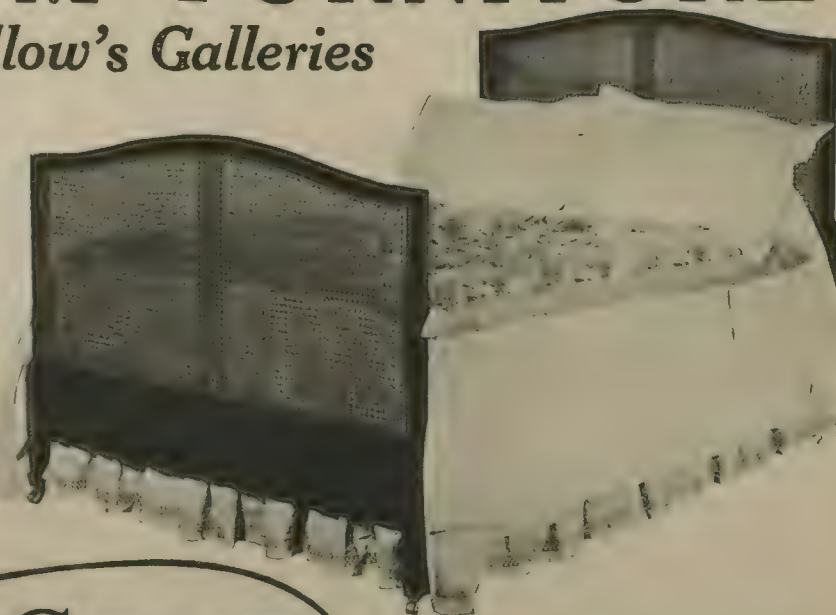
cousin, says in her *Memoirs* that this Infanta was her own example and ideal: "She was the greatest Princess that ever has been, and in history one cannot find a ruler who has so worthily governed a State, and won so much love from her people." So I looked with interest at the three miniatures, showing a pleasant, kindly, shrewd face. Then, as I came away, I passed through the lace exhibition of the Museum. The actual specimens are flanked by engraved portraits of wearers of beautiful old lace; my glance fell by chance on that of the same Infanta Isabella wearing an exquisite lace collar. I turned to the right and descended the wide staircase: facing me on the landing were two pictures of a procession, which I stopped to look at because it was so like a procession that I saw once in the picturesque, now ruined, city of Bruges; and under the frame I found an inscription—"These pictures were painted to the order of the Infanta Isabella Clara Eugenia, Governess of the Netherlands." A remarkable string of coincidences—yet with no purpose, surely! Miracles, wonderful cures, prophetic warnings, and all sorts of superstition, often rest on bases no more purposeful or really indicative of hidden meaning. Times of great sorrow and loss give a tendency to superstition; so we should specially guard against it.

By degrees we are discovering that the war is depriving us of some necessities, and amongst these we have to realise that we are in the midst of a boot famine. British manufacturers are compelled to serve first both our own and our Allies' armies. The other vast army, the men and women in civil life who habitually wear "Lotus" or "Delta" shoes, have been learning the sad fact during the past few weeks, that the makers cannot supply their agents at the moment, and are compelled to serve out the limited stock that they have in hand on the principle of "fair sharing" such numbers and sizes as may remain in stock. This means that a great number of people who always buy these far-famed and reliable makes must go without; especially those who require out-sizes and special orders. The factory is distressed beyond words not to be able to supply old customers, and all the shops that are agents for those celebrated brands of foot-gear are worried to death by the women and men who cannot be suited with any other makes, but they are helpless for the present, and can only look forward to the time when the irresistible demands of the fighting men will be lessened. Meantime, women who feel as if they can wear no other than their accustomed "Lotus" or "Delta" boots and shoes had better try if they can find at the agents' the sizes they are in need of, and failing that, put down their order in hopes that, amongst the "fair-sharing" supplies that are doled out from time to time from the factory, their own special lot will happen to be found. To blame either the shopkeepers or the manufacturers is idle and foolish; they do what they can. A very handsome, stylish boot will be delivered from the factory to the shops in limited numbers during October, and customers who put down their names at the shops will have the first chance of getting a trial at suiting themselves out of this limited new stock.

—FILomena.

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THE CHRONICLE OF THE CAR.

Another Motoring Association? I see with considerable surprise that a well-known writer on automobile topics appears to think that the time is more or less ripe for the formation of yet another motoring association. This same question was put forward from the same quarter long before the war, and its pros and

per annum, and is thus no more the aristocrat of motorism. But I seem to remember that one of the stock arguments against the Club in the pre-war time was that it was not sufficiently democratic!

As for the A.A., well, it really does seem to me that the motorist in the mass is reasonably well satisfied with its work, else why has its membership increased by the wonderful total—wonderful having regard to the times—of over ten thousand in the past year? No; it will not do. We don't want to have our attention distracted by talk of more representation just now. I imagine that most of us are fully content to leave our interests for the time being in the hands of those who are looking after them. When the war is over we can, supposing there should appear to be necessity, ask our R.A.C. and A.A. to give an account of their stewardship, and then, if it seems good, we can re-open all the old controversies, and form half-a-dozen new societies. Let us, however, have what peace we can now.

Motorists and the War.

We hear a lot from time to time about the selfish motorist, who is said to have careered all over the country on his "joy rides" until the Government stepped in and stopped his petrol. Not so much is heard, though, of the enormous amount of good

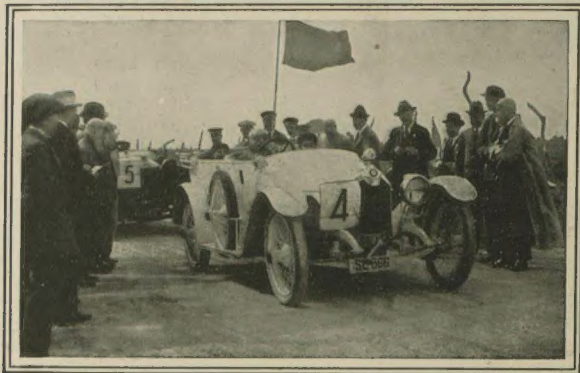
work which has been done, free of all cost to the country, in the way of giving outings to wounded soldiers, and in many another direction. As a small indication of the work done by private motorists, reference may be made to the figures supplied by the hon. secretary of the Midland Automobile Club. From these it appears that during the period from the outbreak of war until July 1 last year, 6681 car journeys were made, involving a total mileage of 85,662, and the conveyance of 33,454 soldiers. Every automobile club in the country is doing similar work, apart from the very large number of unattached motorists who are lending their cars and their services to the same cause.

Then, I don't remember to have seen any mention made of the little band of sportsmanlike car-owners who went across to France with the original Expeditionary

Force. These were members of the R.A.C., and they had to take over their own private cars, which were placed at the disposal of the War Office without cost to the country. No pay was given for their services—even some sort of uniform had to be provided at their own proper cost. All they had in return was petrol and tyres, plus such repairs in Army workshops as would suffice to keep the cars up to their work of carrying Generals and Staff Officers from place to place. The motoring community does not want to be thanked for what they have done as motorists; but before the cry is raised about joy-riding, the other side of the account might very well be glanced at, to say the least.

"Traps" in the London District. It will doubtless be a surprise to most to hear that never at any time were there so many police-traps

working in the Metropolitan Police District as now. Nevertheless, this is a fact, as I am assured by one whose business it is to know, and whose authority cannot be impeached. Apparently, a wide use is being made of the "specials" to carry out the ordinary police duties, while the regular constables are employed in trapping. It has been demonstrated again and again that the police trap yields no

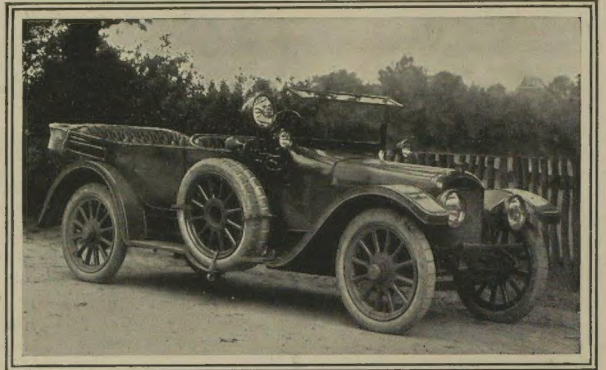


A CAR WHICH WAS SUCCESSFUL IN A HILL-CLIMBING CONTEST IN SPAIN: A CROSSLEY CAR EQUIPPED FOR TOURING.

This car belongs to a well-known Spanish motorist, and took part in a race upon a very steep incline known as La Cuesta de las Jarillas, each car being fully equipped for touring. Amongst the competing cars were British, French, German, and Spanish, and the Crossley arrived first, covering 5½ kilometres in 6 minutes, 2 seconds. The contest was arranged by the Spanish Automobile Clubs.

cons were then thrashed out until nothing but the bare husk was left. Apart from the fact that there is now little more to be said on either side about the older representative bodies, the present would hardly appear to be the most opportune moment for the discussion of such subjects. However, the point has been mooted, and, therefore, something has to be said about it.

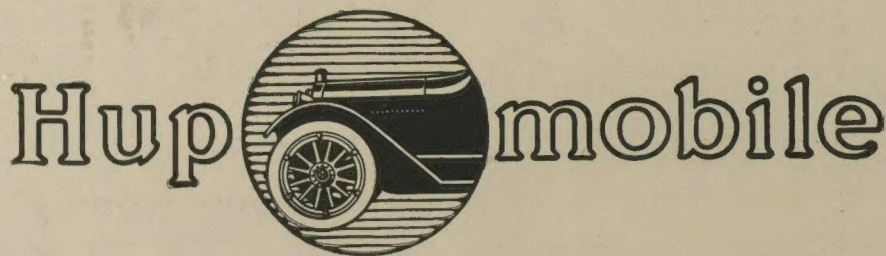
For my own part, I am at an entire loss to know wherein the R.A.C. and the A.A. have failed in the duty they owe to their membership and to the country. Is it in the matter of increased license duties on our cars or on petrol? Is it because they have not been able to persuade the Government to give us the petrol which does not exist? It must surely be in one of these directions that the lapse has occurred which has impelled the implication that the motorist requires better representation than the existing bodies can give us. Perhaps it is that the R.A.C. has ceased to be dignified and exclusive, it having opened its portals to all who can afford to pay a mere five guineas



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The very handsome and commodious car of which we give a photograph is one of many supplied by the well-known Austin Motor Company, Ltd., 479-483, Oxford Street, W., to the Imperial Russian Government, for Staff use, in which capacity they have left nothing to be desired.

results but fines—it does not even check dangerous driving. It seems very unfair to the civilian police, who give their time for nothing, that they should be called upon for extra duty in order to set free policemen for trapping motor-cars. If there are so many enrolled "specials" that the regulars are superfluous, perhaps some of the latter can be spared for the Army. W. W.



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Ask anyone who knows cars, whether Hupmobile owner or not, and he will tell you two things.

First, that the Hupp Motor Car Corporation has never brought out a poor car.

Second, that any Hupmobile model is a wonderful value for the money.

A study of our specifications, a tour through our factory, an enumeration of the tests we employ to insure quality in material and workmanship, all prove one thing; namely, that we are not blind or boastful when we say that "we believe the Hupmobile to be the best automobile of its class in the world."

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater, sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke. (3½" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear Axle floating type, spiral bevel gear. Cam-shaft and crank-shaft bearings, bronze shell, babbitt lined. Long wheel base (119" on 2 and 5 seater, 134" on 7-seater.) Tyres 880 x 120 m/m or 34" x 4" on 2 and 5 seater, 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre-carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

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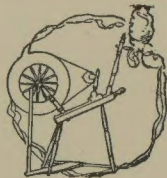
It keeps the hands beautifully soft, smooth and white. Be sure, however, that you use La-rola.

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THE PLAYHOUSES.

"CHU-CHIN-CHOW," AT HIS MAJESTY'S.

"AN Eastern revue" Mr. Oscar Asche called his new entertainment at His Majesty's; so that, in face of that description, there is no need to devote space to explaining what it is not. His is not a faithful transcript



WITHIN ONE HUNDRED YARDS OF THIEFVAL VILLAGE: ON THE WATCH
IN A BRITISH TRENCH.

Official Photograph.

of the most famous of the Arabian Nights tales; he does not pretend to give us realistic pictures of the world of the Orient. The bibulous but genial old rogue he asks us to accept as Ali Baba lacks the qualities which made him a successful treasure-hunter in the original, though he is given a jolly humour and has got a jolly sister-in-law—Mr. Asche's own idea—as compensations. And Morgiana is robbed of her traditional victory over the thieves that this may be passed on to a fierce captive Arab woman, one Zahrat Al-Kuhub, and the proper heroine as Marjanah may devote herself to pretty songs of sentiment. But watch Mr. Courtice Pounds as Ali Baba proving the very life and soul of fun, note how pleasantly Miss Aileen d'Orme plays up to him and renders her music, see the intensity of Miss Lily Brayton's acting, and listen to Miss Violet Essex's rich notes, and you will be content—especially when such a gorgeous panorama of scenes, representing the East as it might show in some opium-eater's dream, unrolls itself before your eyes. What matters that the dialogue is of the Wardour Street stamp, that in Mr.

Frederic Norton's score you will scarcely detect Oriental rhythms, that the fun is often very obvious and about obvious things—nay, that there is very little scope for acting even for Mr. Asche as the grim arch-robber? Here are harems and a slave-market, palanquins, and all the details of the Eastern bazaar; here are costumes in every variety of blend or brevity, now dazzling, now grotesque; here is beauty adorned or half-adorned; here are dancing, and perpetual change and pageantry—here, in short, colour runs riot and spectacular triumph succeeds spectacular triumph. "Chu-Chin-Chow" is really an overpowering show.

"THE OLD COUNTRY,"
AT WYNDHAM'S.

Commander Dion Clayton Calthrop has made his début as dramatist under happy conditions. His fiction has always shown a pretty touch of sentiment, and sentiment with the "old country" as subject is a good card to play in these times. But his sentiment has humour to balance it. That is neat, his device of handling the English countryside and its amenities and conservatism as they affect an American before and after contact with them. So that he may make his point, we forgive him his fairy-tale exaggeration of

them, and smile benevolently on the pair of sugar-sweet aunts waiting ecstatically for the wanderer, the typical English girl so obviously brought on to catch the hero's eye, and all the apparatus of welcome, with its stage village-children and its farmers who talk like yokels. Nay, we can go further with Mr. Calthrop, and tolerate the melodrama of illegitimacy and its revenge which gives him his plot. What charms in Mr. Calthrop's play is his capacity for seeing both sides, for being both critic and advocate, that constitutes its freshness and promise. Conceive Mr. Gerald du Maurier forced to use an American accent, the accent of Seattle; yet he does it wonderfully, and, in addition, almost carries the play on his shoulders. Not that Miss Rosalie Toller does not look a rosebud of an English girl; or that Miss Vane Featherston

and Miss Edith Johnston are not delicious as the early Victorian aunts; or that Miss Nina Boucicault does not win tears for the hero's mother by her tears; or that Mr. Sydney Valentine's outburst in the rôle of a peasant wedded to the old ways is not worth waiting long to hear. But Fountain is the live, electric personality in the piece, and Mr. Du Maurier keeps him so.

"THE GIRL FROM CIRO'S," AT THE GARRICK.

There is so much ingenuity evident in "The Girl from Cairo's," reversion though it is to the old type of Gallic farce; and the imbroglio of its plot is so ludicrous, despite the inevitable naughtiness of many of its characters, that it seems a pity one of its scenes could not have been avoided. For nothing will make the sight of a woman under the influence of intoxicants a pretty spectacle on the stage or off. Miss Madge Lessing skates over the ice neatly at the Garrick, and for the rest, illustrates divertingly enough the two sides of the enigmatic heroine, Cécile. Fortunately, too, there is plenty of rollicking fun. To watch Mr. H. V. Esmond's mock horror, as the hero who has hoped by marriage to get away from his Paris tempters, and discovers in his father-in-law his former tutor in dissipation, is to obtain first-rate acting, and a good laugh



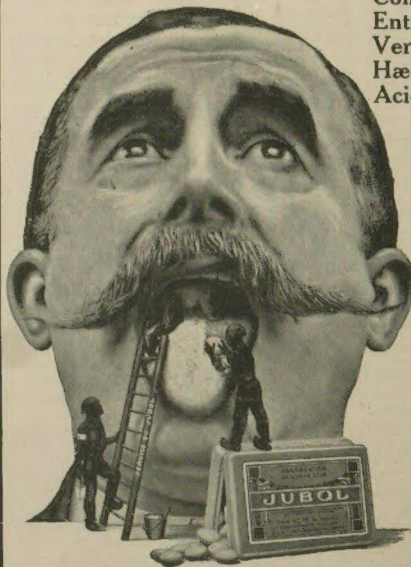
A GERMAN "DUD": AN ENEMY SHELL WHICH FELL BLIND ON THE TOP
OF A BRITISH TRENCH AT THIEFVAL.

Official Photograph.

at the same time. And, of course, we get a capital performance from Miss Lottie Venne. Mr. José Levy's adaptation would gain by being rattled through in Gallic fashion, when its London success should hardly be in doubt.

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Unfortunately, the human machine, like any other machine, suffers from wear and tear, so that the waste products so produced obstruct the free circulation of the blood. Circulation is more difficult on account of the blood being rendered viscid, and also because the vessels become hardened by the impurities deposited, and transformed into the semblance of "clay-piping." The normal channels of elimination of these poisons also become gradually less adequate to their functions. Lastly, the heart itself fails.

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